

C. M. PAULL,

(SUCCESSOR TO F. O. ELLSWORTH.)

DEALER IN

COAL

OF THE

COLORADO,

Rock Springs, Eastern

AND OTHER KINDS.

WILL PUT THE

Price of Coal Down

As Low as possible. Will buy and sell

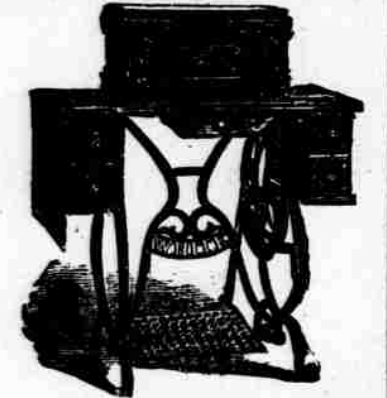
WHEAT, RYE, OATS

CORN,

AND ALL KINDS OF GRAIN.

CHOP FEED FOR SALE.

THE WHITE IS KING!



It is the Best Made. Lightest Running, Quietest and Simplest

IN THE WORLD. Self-Setting Needle, Self-Threading Shuttle, Automatic Bobbin Winder, And Only Perfect Embroiderer, NE PLUS ULTRA.

DO NOT BUY ANY OTHER Before trying the White.

AGENTS WANTED! Needles, Oils and Parts of all Machines.

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Are perfectly safe and always effective. Used today regularly by 10,000,000 Women. Guaranteed superior to all others. Or Cash refunded. Don't waste money on worthless medicine. Try this Remedy first. Sold by all Druggists, or mailed to any address. Send 4 cents for particulars. WELCH'S SPECIFIC CO., Philadelphia, Pa.

Why should a hog be allowed to wallow? This is a pertinent question at this season. A hog should be allowed to wallow, first, because it reduces the body temperature. The nose of the hog is near the ground; his body is compact, and is composed largely of fat compared with muscle; hence he gets hot, and needs a cool wallow. Another reason for allowing the hog to wallow is that in this way he gets rid of any vermin which may be upon his body. The lice, etc., are imprisoned in the mud, and scratched off with it. But the best reason of all is that this is the hog's way of cleansing his hide, and keeping the millions of glands open. The mud and water loosens the filth, and the hog scratches himself clean. As these glands opening on the surface of the skin throw off more dead, poisonous matter, than the lungs and kidneys combined, preventing their closing is of the highest importance, and this the hog accomplishes by wallowing.

Ogallah Store!

OGALLAH, KANSAS.

C. H. BENSON, PROPRIETOR.

I aim to take the Farmer's Produce, and sell them at the

LOWEST PREVAILING FIGURES.

Everything they need in the way of

DRY GOODS,

GROCERIES, BOOTS AND SHOES,

GRAIN, FLOUR, FEED,

And the general rounds of a store run on business principles.

Call and see me.

C. H. BENSON.

J. S. TURNER,

NEW STORE

SOUTH OF RAILROAD TRACK.

I have opened a general store, where the people can buy at the lowest rate

GROCERIES, CLOTHING,

Boots and Shoes,

HATS & CAPS,

FLOUR, FEED, ETC.

I am an old resident of this region, and present for your inspection a class of goods which will not fail to suit my neighbors.

Prices the Cheapest!

COME AND SEE ME ANYWAY.

J. S. TURNER.

FOR BREAD,

Pies and Cakes of all kinds,

GO TO

FRANK SNIDER'S,

One Door West of the Commercial Hotel,

OPPOSITE THE DEPOT.

LUNCH AT ALL HOURS,

AND A

GOOD SQUARE MEAL

AT ANY TIME.

COME AND SEE US

CONGRESSIONAL

SENATE

In the senate on June 16th the Northern Pacific forfeiture bill was taken up. The amendment of Mr. Van Wyck was brought to a vote. That amendment declares for the forfeiture of the lands of the Northern Pacific on the date of the passage of the pending bill. The amendment was agreed to—yeas 24, nays 18. The bill was then passed. Adjourned.

In the senate on June 16th, Daves presented a memorial of the Massachusetts legislature which views with deep concern the interference of the government of Canada with the rights of the fishermen of the United States. It urges congress to secure immediate relief for that class of citizens. On motion of Dolph the senate decided to take up the house bill providing for the repeal of the pre-emption, timber culture and desert land act. Wilson, of Iowa, obtained leave, pending the regular order, to address the senate on the bill making the rate of postage on fourth class matter two cents an ounce. Wilson gave way, however, for the consideration of the invalid pension appropriation bill, which was reported by Logan, and at once passed by the senate. The military academy appropriation bill was then taken up. Mr. Blair offered an amendment providing in effect as to the desert lands, that on the expenditure of \$3 for improvements, the government should part with the title, and that none of the lands should be held in larger bodies than 640 acres in a single ownership. Pending debate adjourned.

In the senate on June 17th, Ingalls offered a resolution requesting the president to furnish the senate information as to the appointments and removals of clerks embraced within the provisions of the civil service act of January 18th, 1883, also of chief clerks and chiefs of divisions. Laid over. Among the measures passed were the following: A bill to authorize the secretary of war to credit the state of Kansas with \$34,448 for ordinance, etc., drawn by that state to aid the general government in the protecting of the state from Indian invasions and depredations; the house bill appropriating \$100,000 for additional barracks at the soldiers homes at Hampton, Milwaukee and Leavenworth; a bill to provide for one additional assistant adjutant general, with the rank of major of cavalry; a bill authorizing the postmaster general to pay to postmasters, based as postoffices; a bill providing for the appointment of an additional assistant secretary of the treasury, to hold office for one year from the passage of the bill. A bill also passed providing for an inspection of meat for adulteration, and for the importation of adulterated articles of food or drink; a bill authorizing the secretary of the interior to extend the time for the payment of the purchase money on the sales of the reservation of the Otoe and Missouri tribes of Indians in Nebraska; a bill to consider such measures as shall be to the mutual interest and common welfare of the American states. Adjourned.

In the senate on June 18th, Ingalls called up the resolution of yesterday requesting the president to furnish information as to appointments and removals under the civil service law. The resolution was placed before the senate. Vice President Sherman, questioning information as to appointments made within the scope of the civil service law between January 16, 1883, when the act passed, and July 15, 1883 when it went into effect. The resolution was amended, was in the District of Columbia and the territories; house bill to make the allowances for clerk hire to postmasters at first and second class postoffices cover clerical labor in the money order business; a bill for the encouragement of the renewal of Indian trader's licenses. The senate insisted on its amendments to the army and consular and diplomatic appropriation bill. Adjourned.

In the senate on June 21st, the committee on judiciary, reported favorably the bill to remove the political disabilities of P. G. Flournoy, of Mississippi, and on motion of George the bill was at once passed, the vote being unanimous. Mr. Flournoy was a resolution on which was agreed to calling on the secretary of the interior for information as to how many entries of public land have been cancelled for fraud after investigation by a special agent, after a due hearing and in accordance with the rules of practice, from and during the year 1883 up to the time, and whether any and what entries had been cancelled solely on reports of special agents, and whether any and what entries cancelled by private agreement of the land owner, testimony, etc. A resolution offered by Mr. Means of Iowa, was agreed to inquiring of the secretary of the interior as to the cause for the delay in replying to a recent senate resolution regarding the renewal of Indian trader's licenses. The senate insisted on its amendments to the army and consular and diplomatic appropriation bill. Adjourned.

In the house on June 15th the committee on invalid pension bills, reported with amendments, the senate bill for the relief of soldiers of the late war honorably discharged after three months service, and who are disabled and dependent on their own labor for support. Committee on the whole. The house then went into committee on the whole, Blount of Georgia, in the chair, on the legislative appropriation bill. The pending amendment was that offered by O'Neill, of Missouri, restoring the salary of the assistant treasurer at St. Louis to \$5,000, the amount appropriated by the bill being \$4,000. Adopted after considerable debate. Mr. Laird, of Nevada, moved to strike out the clause appropriating \$10,000 to pay the per diem of inspectors and clerks of the general land office to investigate fraudulent land entries. Rejected. On motion of Mr. Throckmorton, of Texas, the salary of the commissioner of pensions was fixed at \$4,000. The committee then rose and the house adjourned.

In the house on June 16th, on motion of Mr. Throckmorton, of Texas, senate bill authorizing the Deacon & Washita railroad company to construct a road through the Indian Territory was passed. The committee on Illinois, from the committee on ways and means, reported back adversely a resolution offered by Governor, of Ohio; declaring in favor of the restoration of the wool tariff of 1887, also a resolution offered by Wilkins of Ohio, expressing the sense of congress as adverse to any change in the present wool tariff. They were laid upon the table. The house then went into committee on the whole on the legislative appropriation bill. An amendment was agreed to, reducing from \$2,000,000 to \$1,500,000, the appropriation for the salaries and expenses of agents, surveyors, gaugers and storekeepers in the bureau of internal revenue. The committee then rose and reported the bill to the house. The amendment agreed to in committee increasing the compensation of the assistant treasurers at Chicago, St. Louis, Boston and San Francisco, was rejected by the house. The amendment appropriating \$10,000 for additional emergency clerks messengers and watchmen at the sub-treasury at New York, was also rejected. The other amendments were agreed to, and the bill was passed. A bill was passed granting the franking

privilege to the widow of Gen. U. S. Grant. Adjourned.

In the house on June 17th, after the consideration of some important measures, the committee of the whole a motion was made to take up the Morrison tariff bill for consideration. The motion was lost by a vote of 140 to 147. An analysis of the vote shows that of the 140 affirmative votes 136 were cast by democrats and four by republicans. Three of the republicans are from Minnesota, Meers, Nelsons, Strait and Wakefield, and the fourth, Mr. James, is one of the New York representatives. Of the 136 democratic votes, 122 were cast by representatives from the south and west, and fourteen by representatives from the eastern and middle states. The Ohio democrats voting for consideration were Messrs. Anderson, Hill and Outwater. The New York democrats were Adams, Beaulieu, Belmont, Felix Campbell, Hendricks and Mahoney. The Pennsylvania democrats were Scott, Storm and Swopes. Of the 157 negative votes, 122 were cast by republicans and 35 by democrats. Of the thirty-five democrats voting in the negative six came from the southern states, as follows: Maryland, Findley; Louisiana, Gay, Irons, H. Martin and Wallace; Alabama, Martin. The western states contributed eleven negative votes, as follows: Colorado, Hawley; Illinois, Lawler and Ward; Ohio, Campbell, Elsbury, Fox and Sprague; Iowa, Fevre, Sney, Warner and Wilkins. The remaining democratic negative votes were cast by members from New York, Pennsylvania and New Jersey, as follows: New York—Arnold, Ellis, T. J. Campbell, Donnelly, Merriam, and Pindley; Pennsylvania—Sutcliffe and Vellie; New Jersey—Green, McCadd and Piddock. Pennsylvania—Boyle, Curtin, Ementrout, Randall and Aiken. Of the gentlemen paired, 30 were of the south, 30 of the north, and 30 of the middle states. The only member absent and unpaired was Frederick, of Iowa, who was confined to his home by illness. Mr. Morrison seemed to accept philosophically his defeat from the senate, and he was not disappointed in the result, and had foreseen it for many months. This was a thing to which the party and the administration were pledged, and he had to make the light, hit or miss. When asked whether he intended to again attempt to call up the bill on Tuesday next, with a smile he said: "It will give them a chance to repent," but he declined to express any opinion as to whether he expected a change in to-day's result. Adjourned.

In the house on June 18th, the committee on foreign affairs, reported back the anti-diplomatic appropriation bill, with the recommendation that certain amendments be concurred in, and others non-concurred in. The report was agreed to. Anderson, of Kansas, offered a resolution providing for the final adjustment of the public debt on Saturday, June 21st, referred to the committee on ways and means. O'Neill, of Missouri, from the committee of labor, reported a bill granting leaves of absence to the employees of the United States navy and army. Private business. The house adjourned.

In the house on June 19th, on motion of Mr. Weaver, of Iowa, the bill passed authorizing the construction of a bridge across the Mississippi at Dubuque, Iowa. The speaker laid before the house a message from the president announcing his approval of the shipping bill, but pointing out the fact, which he believed to exist, that the measure, the message is as follows: "Upon the examination of bills originating in the house of representatives, numbered 483,884, and 888, entitled, an act to abolish certain fees for official service to American vessels, and the law relating to shipping commissioners, seamen and owners of vessels, and for other purposes, I find that there is such failure to adjust existing laws to the new departure proposed by the bill as to greatly endanger the public service, if the bill should not be amended, or at once supplemented by additional legislation. The fees which are at present collected from vessels for services performed by the bureau of inspection and which made up certain expenses appurtenant to the bureau, are, by the proposed bill, abolished, but no provision has been substituted directing that such expenses shall be paid from the public treasury, or any other source. The objects of the bill are in the main so useful and important that I have concluded to approve the bill upon the assurance of those actively promoting its passage that another bill shall at once be introduced to cover the defects above referred to. The necessity of such supplemental legislation is so obvious that I hope it will receive immediate action from congress. The message was referred to the shipping committee. The house then went into committee on the whole on the naval appropriation bill. Adjourned.

In the house on June 21st the speaker presented a communication from the secretary of the treasury submitting a statement of an appropriation amounting to \$616,714 for the transportation of mails on non-subsidized railroads controlled by the Central Pacific railroad company. Referred. Under the call of states, the following resolutions were introduced and passed: By Henry, of California, a resolution directing the prosecution of the officers of the Union Pacific railway company. By Mr. Glover, of Missouri, a preamble reciting that the United States had received from the Missouri Pacific railroad company a franchise of \$200,000 against Richard Lancaster, of Missouri; that Lancaster fraudulently transferred his property and secured a settlement with the United States for \$5,000; that the district attorney for the eastern district of Missouri, who was investigating the fraud, applied to the treasury department for certain powers, which were refused him; and a resolution calling on the secretary of the treasury for a statement of the reasons which induced him to refuse the request of the district attorney, and for copies of all papers in the department relating to the subject. The house then went into committee of the whole, Mr. Reagan, of Texas, in the chair, on the sundry civil appropriation bill. Pending consideration the committee arose and the house adjourned.

THE FIRE FIEND

Burning of a Large Building in Boston—Nine Lives Lost.

BOSTON, MASS., June 12.—A terrible fire, accompanied by loss of life, this afternoon, destroyed the New England institute fair building, on Huntington avenue. The building was erected by the New England Manufacturers and Mechanics institute for exhibition purposes, at a cost of near \$500,000. Last winter it was purchased by the Metropolitan Street Railroad company for \$300,000 and has since been used as a place for storing and repairing cars. So quickly did the flames spread that before the fire engines had arrived the immense roof had fallen and the building was a roaring mass of flames.

The workmen sought to save their tools, but many were badly burned before they could get out of the building. The firemen were unable to escape. In the building were about 400 box cars, only one of which was saved. The great barn like structure, which covered an area of five acres, with a floor space of nearly eight acres, was so full of flames that the walls were blown out. Nine workmen lost their lives.

The funeral of the late King Ludwig, of Bavaria, is described by foreign newspaper correspondents as the most inspiring they have ever witnessed. The procession was of very great length, taking over one hour to pass a given point. The programme, as arranged, was executed to the letter and without a hitch. The archbishop of Munich, who officiated at the church, was visibly affected during the service, and the Crown Prince Frederick William, of Germany, also showed signs of weeping.

Gladstone is receiving ovation upon ovation in his election tour through Scotland.

DECISIONS OF THE BOARD OF RAILWAY COMMISSIONERS

On Several Complaints Against the Discriminations Made by the Southern Kansas Railway.

The board of railway commissioners last week rendered some interesting decisions in relation to the manner in which the Southern Kansas railway company has of late billed consignments from one point to another. The first is that in the case of Rogers & Son, of Medicine Lodge, who filed complaint with the board to the effect that they were charged for 30,000 pounds, when in fact only 20,000 pounds were shipped. The following is the decision by the board: From the complaint in this case and the accompanying evidence, and the nature of the responses made by the company complained of, the facts appear to be as follows: On the 14th of April, 1886, there was consigned to complainants at Harper a carload of corn, to be shipped to them at Medicine Lodge, Kan., over the Southern Kansas railroad. The consigner weighed the corn before putting the same into the car, and his sworn statement shows that the total weight was 22,833 pounds. In the waybill it is described as "189 sacks of corn; weight, subject to correction, 20,000 pounds." When the corn reached its destination complainant was charged the regular rate for the distance between Harper and Medicine Lodge upon a stated weight of 30,000 pounds.

In his response to this complaint Mr. S. B. Hyman, the company's general freight agent, says: "Our instructions to agents are to rate, billing grain, to use a weight of 30,000 pounds, which is to be corrected to actual weight when such is ascertained. It was formerly our custom to bill all cars at 25,000 pounds, but since the capacity of cars have been increased it is found that the average weight is 30,000 pounds." The writer adds: "If you desire, we will put the complaint in the form of a claim, and adjust direct with shippers as soon as possible."

If the instructions recited above, and the practice founded upon it, were free from objections, the offer to adjust the over-charge in this case would obviate any need of further comment. But we think that the custom of charging shippers upon maximum car load weights, leaving the shipper to seek adjustment with the company afterwards upon actual weights, is so objectionable as to merit all the condemnation and obprobrium heaped upon it by the indignant shippers in this case. Here is a party whom upon a shipment of a load of corn thirty-three miles is overcharged, according to the evidence now before us, six dollars. This is not done either by accident or through mistake, but according to rule and custom. The company takes the shipper's money and leaves him to find and complain and go to the trouble and expense of getting back from the company that portion of his money that was unlawfully exacted. As the complainant justly observes, many men whose overcharge is a comparatively trifling sum will bear it, take their pay out in cursing the company rather than be vexed with seeking to recover their money.

It is the duty of the company to know, at the time it presents a freight bill to a man, the correct amount it has a right to charge, and to collect that and no more. The time to make adjustments is before the money is collected or demanded. The weights can be ascertained as well before as after, and frequently much more easily. It must be evident that such a practice as the one pursued in this case must be a fruitful source of overcharge to shippers, entailing absolute loss to some, and vexation, trouble and expense to others, who resort to the tedious and usually dilatory methods devised for the establishment of claims through railroad offices.

It is true that the company had no track scales between the two points of shipment, but this is no excuse. It was not the duty of the shipper to furnish the scales, and their absence can never justify any company in imposing charges for a service rendered, which the laws require shall be upon the published and uniform rates, upon its own arbitrary guess or presumption, and establish the actual fact as best he may.

The shipper also complains that the company's agents refused to inform him, or put upon the expense bill the rate of freight charged. The original expense bill is before us, and we find that it fails in that respect to conform to the requirements of the law as stated by us to the general manager of the Atchison road in letter of date April 23, last. The date of this bill is April 18th, last. We are of the opinion that the overcharge in this case should be refunded to the shipper without delay, and that the objectionable custom set forth in Mr. Hyman's letter should be at once abolished, and further, that the expense bills of the Southern Kansas railway should be made to conform to the requirements heretofore pointed out by the board.

REMARKS

In answer to a letter recently received from one A. B. Corning, inquiring for information relative to the laws governing rebates, the commissioners respond as follows:

TOPEKA, KAN., June 17, 1886. A. B. Corning, Esq.: DEAR SIR:—In answer to your inquiry addressed to this office, of May 29, to the effect that, if, under existing laws, a railroad company, in its business of carrying freight, could give one individual or firm, doing business at a given point, upon all classes of freight transported over such railroad for such individual or firm, are not all other individuals or firms doing business at the same point entitled to like rebates upon the transportation of the same class of freight for them to the same point, and in such a case could not those who had been charged and had paid regular rates recover from the railroad company the like rebate during the time such contract had been in force, we have to inform you that the statement submitted in your inquiry does not embrace all the conditions that require uniformity of charges. If the shipments were all made upon the same place to the common point to all individuals and firms alike they would all be entitled to the like rebates granted to one on the same class of freight.

The statutes of this state prohibit railroad companies from charging or receiving from any person, company or corporation for the transportation of any property or for any other service a greater charge than it shall at the same time charge, demand or receive from any other person, company or corporation for a like service for the same place, or upon like condition under similar circumstances. And it further provides that all concessions of rates, drawbacks, and contracts for special rates shall be open to, and allowed to, all persons, companies and corporations alike. These statutory provisions created no new rights in favor of shippers, nor imposed additional duties on carriers. They have always been in law since the railroad was commenced to be operated. If it were otherwise it would result that the state, whose primary duty was that of protection to all its citizens, had, by granting a charter of incorporation to an association of individuals to form a railroad company, conferred the power on that association to pull down and destroy one class of citizens and build up another, or in other words had commissioned an association of individuals to defeat the very end for which the state was created. But the state has added three further sanctions to the law defining the duties of common carriers, and the co-relative rights of shippers, that violations involving unjust discriminations may be visited with treble damages and heavy penalties.

BOARD RAILROAD COMMISSIONERS.

UNLAWFUL OVERCHARGE.

In the case of J. M. Johns, of Moline, against the same company, the decision of the board is as follows: This complaint is of a similar character to that of Rogers & Son against the same rail-

road, decided on the 16th inst. There was a shipment of millst seed from Moline to Medicine Lodge, Kan. The scale weights taken at Moline before shipment show the total weight of the millst seed to be 27,720 pounds. The car was billed at 30,000 pounds. The rate was 25 1/2 cents per 100, and the amount which the company had a right to charge and receive for freight was \$70.00, but the amount demanded and received was \$74.50, an over-charge of \$4.50. The freight agent of the company offers the same explanation or excuse of the transaction as was given in the case of Rogers & Son, and which the board in that case declared to be inadequate.

In justice to the complainant, it is stated that in his response to this complaint the freight agent says: "Had Mr. John's sent me his expense bill and a copy of the original invoice showing weight of car to be only 27,720 pounds, we would have at once made him a voucher of the amount of our over-charge." And in justice to the shipper we will quote from his letter transmitting his claim to this office. "Enclosed please find papers of over-charge on freight which we would like to have corrected, for we don't get nothing out of the railroad agent." This furnishes another illustration of the utter indefensible character of the rule which has been established on the Southern Kansas railroad in cases of this character. The company's agent is required to presume that the car contains 30,000 pounds, and bill it at that weight, when with no trouble he could have ascertained before billing, the exact weight from precisely the same evidence that the general freight agent proposes to be given by him in determining the amount of excess to be refunded to the shipper afterwards. The shipper knows that too much has been demanded of him and that he has been wronged; he applies to the company's station agent for redress or information, and the agent is mum. Under these circumstances many shippers know all too well that to do, and many who are too distrustful to send the papers which contain the evidence that they have been overcharged, to have their claims settled with the wrong. For further criticism of this practice we refer to our remarks in the Rogers case.

The evidence clearly shows that Mr. Johns has been overcharged \$4.50 upon shipment referred to, which amount, we believe, should be refunded to him without delay.

TRUCK CONNECTIONS.

In the matter of the truck connections between the Union Pacific and Santa Fe railroads, the company of McPherson, petitioned for by the common council and board of trade of that city, the board of railroad commissioners after an inspection as to the necessity of such connection at the point named after receiving a reply from the two companies, and after hearing the points of their side of the case, orders that the companies construct the desired connection on or before September 15, 1886.

A VICTIM OF AN UNBALANCED MIND

Col. J. M. Strong, Editor of the St. Joe Herald Murdered.

St. JOSEPH, June 18.—At 11 o'clock this morning Col. J. M. Strong, manager of the Herald, was sitting in his counting room, with his back to the door. Dr. S. A. Richmond entered the door and drawing a revolver fired one shot which struck the victim in the left side of the neck. Colonel Strong jumped up and staggered toward the back of the office. Richmond fired two more shots and Strong fell. Richmond then turned outside and going some twenty feet from the door placed the revolver to his temple and fired, dropping instantly to the sidewalk. At the time of the shooting Col. Strong was engaged in conversation with some unknown man. He was totally unconscious of the approach of the enemy until he was struck by the first bullet. Richmond drove up to the front of the office in a carriage, sitting on the back seat, the driver in front. He is said to have alighted coolly and walked to the Herald office door without any trace of excitement. When he commenced to shoot his driver drove away and left him, and it was after turning to look for his carriage and finding it gone that he shot himself. Col. Strong fell, struck by two bullets, one of which, as stated, struck him in the neck, ranging upward into the brain; the other struck him in the back, and is believed to have penetrated his heart. He is believed to have been a man of a lively and cheerful disposition, and was a native of St. Joseph. He was a man of a lively and cheerful disposition, and was a native of St. Joseph. He was a man of a lively and cheerful disposition, and was a native of St. Joseph.

Richmond's bullet took effect in his left temple, and as yet it is impossible to tell whether it will prove fatal or not. It is believed, however, that he will not recover, as he is a raving maniac at present. The trouble was solely of Richmond's own making. He has long been known to the newspaper fraternity as the discoverer and manufacturer of Samaritanian disease, and he has been an extensive advertiser of his so-called "Samaritanian disease" for many years. Some year and a half ago Colonel Strong was one of the principal attorneys for him in his suit with Harlan P. Hubbard, the advertising agent of New Haven, Conn. It is believed that his business affairs were in a very bad way, and that he had become heavily in debt. Some five months ago he disappeared from this community and left a lot of papers evidencing the worst of either a mania or a hopeless lunatic. He charged Colonel Strong and other prominent attorneys of this city with having ruined him, and intimated that he had ended his career in the river. At that time opinions differed as to his condition, some claiming that he was a man of a lively and cheerful disposition, and others believing him to be simply working a ruse to obtain \$25,000 life insurance. Two months ago he turned up in Chicago, going crazy and was brought home. Since that time he has not been seen about town but is said to be in the city, the event of to-day. All the people acquainted with the circumstances know that Colonel Strong is entirely innocent, as were the other parties, of the charges made against them. Richmond's mania is a tragedy, consisting of a wife, three sons, the eldest of whom is John P. Strong, editor in chief of the Herald. The other sons are aged respectively 15 and 12. The eldest daughter is Mrs. Wm. B. Sweeney, of Washington, married about a month ago. Another daughter is a little girl of ten years. He was sixty-one years old, a lawyer by profession and a man who had been very prominent in the republican party of northwest Missouri for nearly thirty years. He was a man of violent prejudices, but was like and highly esteemed by those who knew him best.

The Mass of Maine Equivocates.

The custom of Mr. Blaine is to make one speech before a hall gathering in the evening and furnish another speech to the morning papers. The reporters have always been lenient with him, and generally permitted him to revise their notes. So far as the associated press is concerned this is a noted fact. But Tuesday evening the custom was departed from. His words were taken as they dropped from his lips, and were printed as he uttered them, with one exception—the mistake of putting Kosciuszko where the name of Komuth should have appeared. The words concerning Salisbury which Mr. Blaine now disclaim were said by him in Portland city hall Tuesday night. They are on record; they were heard by hundreds of people, and his sly denial will meet with the contempt it so richly deserves.

The apple crop of the state this year promises to be quite large.